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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY

USSR

SUBJECT

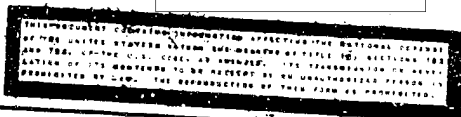
Soviet Submarines in the Caspian Sea

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2. There were five submarines which made the passage from the upper Volga through Astrakhan to Baku in floating dry docks. Two submarines of the same type arrived in Astrakhan in August or September of 1950. These two subs were similar to the Shtuka class of submarines and had the following characteristics.

| | |
|--------------|----------------|
| Displacement | 600 tons |
| Length | 70 meters |
| Width | 7 meters |
| Draft | 3 - 3.2 meters |
| Crew | 30 men |
| Horsepower | 1,600 hp |

These two submarines have Diesel engines as their main propulsion plant.

The armament of these two submarines consists of four torpedo tubes and a proposed mount for one 100 mm gun and one 37 mm gun.

The two subs were somewhat smaller than the other three subs which passed through Astrakhan a few weeks later. The features of the first two subs were rounder and not as sharp as those of the three later boats. The two subs stayed in Astrakhan a few days while the docks they were being transported in were reinforced. The two were completed and in operation by the spring of 1951.

Three submarines arrived in Astrakhan near the end of the navigation season in 1950 and remained in the city for five months. The subs were placed in the Shipyard i/n Karl Marx for a short time and then were transferred to the shipyard i/n 10th Anniversary of the October Revolution. The three subs remained in Astrakhan during the winter and departed for Baku between 25 Mar and 1 Apr 51. The subs went down the Volga in company with three tugs, the Bogatyr, the Partizan, and the Gvardeets which were used for towing the docks. There was no chance that

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[REDACTED] that the outfitting work on the subs at Vano Sturua consisted of installing the propellers, armament, periscope, painting the hull, and laying the main drive shaft among other things. The chief engineer of Reydtanker told me that the last three submarines had Diesel-electric propulsion and that this type of plant did not need schuorkel. [REDACTED] know whether this is true or not.

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[REDACTED] the size or dimensions of the periscope. [REDACTED] a counter-propeller (kontr-propellor) type screw was installed and that it had four blades. [REDACTED] that Vano Sturua makes the screws which is logical, for the yard has an excellent reputation for making good screws and propellers. The production of screws is a difficult job and I know that the Shipyard i/a 10th Anniversary of the October Revolution in Astrakhan once undertook such a program and was unsuccessful in its attempts. [REDACTED] that Vano Sturua makes variable pitch propellers and during World War II they were supposed to have been engaged in the production of aerial bombs. Vano Sturua is not a big plant, but it is very well equipped. This yard also makes bronze propellers, which is an extremely difficult task, and is engaged in the production of crankshafts for Diesel engines, another difficult assignment.

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